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CENTRAL INTELLIGENCE AGENCY
REPORT NO. [REDACTED] **FLD 769****INFORMATION REPORT**

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COUNTRY Yugoslavia

DATE DISTR. 15 AUG 49

SUBJECT SAP (Slovenija Avtopromet) - Slovene
State Transportation Bureau

NO. OF PAGES 6

25X1C

NO. OF ENCLS. 1 map
(LISTED BELOW)PLACE
ACQUIRED [REDACTED]DATE OF INFO. [REDACTED] 25X1A
25X1XSUPPLEMENT TO
REPORT NO.

Slovene Government agencies, the Central Direction for Vehicle Transport (Glavna Direkcija za Avtopromet), Ljubljana, Stari Trg 34, and SAP (Slovenija Avtopromet) State Transportation Bureau of Slovenia, Ljubljana, Miklosiceva Street 13. SAP now operates all passenger and freight transport services throughout Slovenia and controls transportation in Gorenjsko, Dolenjsko, Notranjsko and Primorsko. SAP maintains regular bus and freight routes, and arranges for heavy freight shipments and holiday bus tours. The Director of SAP is a convinced Communist, from Celje, one Franc LEPSEVSEK a former railroad official, about 44 years old. LEPSEVSEK lives at Kolodvorska Street in Ljubljana. His salary is 12,000 dinars per month.

2. The central administrative offices of SAP in Ljubljana consist of a number of different departments including the secretariat (sekretarjat), personnel department (Personalni Odsek), planning department (Plański Odsek), exploitation department (Odsek za Eksploatacijo), passenger department (Odsek za Avtobusni Promet), freight department (Odsek za Tovarni Promet), and commercial department (Komericalni Odsek). The central administrative offices maintain garages, warehouses, and workshops in Ljubljana at Smartinska Street 34, as well as branch offices in Ljubljana, Kranj, Brezje, Kocevje, Skofja Loka, Bled, Novo Mesto, Postojna, Sezana, and Solkan near Gorizia. The SAP district office in Maribor at ~~Maribor~~ Street 13 has similar departments, and maintains garages and workshops at the nearby town of Kosaki, St. Ijska Street 32, and branch offices at Maribor, Ptuj, Celje, and Murska Sobota. The following are regular bus routes operated by SAP:

Ljubljana - Ig - Iski Mlin (14 km)

Ljubljana - Trojane - Vransko (48 km)

Ljubljana - Cerklje - Kranj (50 km)

Ljubljana - Horjul (19 km)

Ljubljana - Sostro (10 km)

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 2008

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NO CHANGE in Class. ☐☒ DECLASSIFIED

Class. CHANGE TO: TS

Auth: [REDACTED] 1 Apr 77

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By: 013

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Ljubljana - Moravce (28 km)
Ljubljana - Polhov Gradec (20 km)
Skofja Loka - Cerko (40 km)
Skofja Loka - Zelezniki - Zali Log (25 km)
Skofja Loka - Ziri (30 km)
Kranj - Golnik (14 km)
Kranj - Vodice - Kamnik (26 km)
Bled - Lesce (7 km)
Bohinjska Bistrica - Savica (8 km)
Novo Mesto - Vinica (60 km)
Novo Mesto - Dvor - Smuka - Kocevje (47 km)
Novo Mesto - Krsko - Kostanjevica (63 km)
Novo Mesto - Brezici (45 km)
Novo Mesto - Zuzemberk - Sticna (46 km)
Ribnica - Trava (36 km)
Vace - Litija - Trebnje (36 km)
Zagorje - Medija Islake (18 km)
Rajhenburg - Kozje (27 km)
Kocevje - Osilnica (50 km)
Kocevje - Stari Trg - Crnomelj (31 km)
Stari Trg Ob Kolpi - Crnomelj (30 km)
Krsko - Brezice - Pisece (30 km)
Rakek - Stari Trg (24 km)
Rakek - Loski Potok (40 km)
Logatec - Idrija (30 km)
Ajdovscina - Sezana - Koper (94 km)
Ajdovscina - Tolmin (90 km)
Sezana - Komin - Skrbina - Opatje Selo (44 km)
Sezana - Komin - Ivanji Grad - Opatje Selo (44 km)
Sezana - Dutovlje - Pliskovica - Komin (27 km)
Solkan - Plave - Kojsko - Cerovo (27 km)
Solkan - St. Peter - Miren (18 km)

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Gorica - Kojsko - Plave - Peternei (29 km)
Gorica - Cepovan - Trata (21 km)
Gorica - Postojna (69 km)
Sv. Lucija - Breginj (40 km)
Sv. Lucija - Bovic (46 km)
Maribor - Selnica (12 km)
Maribor - Celje (62 km)
Maribor - Murska Sobota (65 km)
Maribor - Ptuj (27 km)
Maribor - Solcava (18 km)
Maribor - Sv. Lenart v Slovenske Gorice (20 km)
Maribor - Cmurek - Gornja Radgona (51 km)
Maribor - Ribnica Pohorje (45 km)
Maribor - Ljutomer (64 km)
Ptuj - Zavrc (25 km)
Ptuj - Zetale (23 km)
Ptuj - Sv. Tomaz Pri Ormozu (22 km)
Ptuj - Sv. Bolfenk (40 km)
Ptuj - Majspark - Poljcane (37 km)
Celje - Frankolovo (14 km)
Celje - Planina (45 km)
Celje - Kozje (35 km)
Celje - Vitanje (20 km)
Celje - Dobrna (20 km)
Murska Sobota - Beltinci - Dolnja Lendava (32 km)
Murska Sobota - Dobrovnik - Dolnja Lendava (40 km)
Murska Sobota - Prosenjakovic (26 km)
Murska Sobota - Rogasevci (26 km)
Murska Sobota - Gornja Lendava (12 km)
Smartno Ob Paki - Solcava (45 km)
Smartno Ob Paki - Ljubno (35 km)
Smartno Ob Paki - Gornji Grad (26 km)
Oploznica - Poljcane (27 km)

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Vransko - Tuhinj - Kamnik (34 km)

Vransko - Sv. Peter Ob Savinji (14 km)

Brezice - Bizeljako - Sv. Peter Pod Sv. Gorami (28 km)

Crna - Prevalje (17 km)

Sv. Peter Pod Sv. Gorami - Slovenska Bistrica (54 km) *

The SAP motor pool, Zelena Jama, at Smartinska Street 34 in Ljubljana covers an area 240 x 208 meters and is surrounded by a wooden fence two meters high. Edvard MARIN, chief of the motor pool, a Communist, about 44 years old, receives a salary of 8,000 dinars per month. Slavko DJORDJEVIC, technical chief, is paid 6,000 dinars. DJORDJEVIC is a Croat, mechanic, and 27 years old. Franc GLAZAR, a native of Primorsko, is in charge of freight transports. He is 30 years old, a Communist, and head of the motor pool trade union.

The following numbers correspond to those on the attached map:

1. Militia guard room
2. Two pumps for gasoline and diesel oil.

Building, 85 x 56 meters, of stone with tile roof, which contains:

3. Four offices for the chief technician, chief of the motor pool, and eight clerks.
4. Meeting hall, 35 x 5 meters; the pay office is at one end of the hall.
5. Corridor
6. Telephone exchange and travel office.
7. Workshop with high pressure pumps, where two mechanics are employed.
8. Mechanical workshop, where three mechanics are employed.
9. Lathe-room equipped with three turning lathes, an iron cutting saw, and drilling machine.
10. Mechanical tools warehouse.
11. Office of the chief mechanic
12. Vehicle workshop; 55 x 56 meters, where 22 men are employed.
13. Shop for vulcanizing rubber.
14. Forge, operated by two smiths.
15. Storage battery repair shop
16. Locker room and washroom
17. Toilet
18. Garage, a wooden building supported by stone pillars; tile roof; 70 x 15 meters; capacity 50 trucks.
19. Freight truck parking lot

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A building of stone construction, 130 x 90 meters, tile roof, which contains:

- 20. Storage battery charging room
- 21. Carpentry shop
- 22. Materials storage space
- 23. Hoists
- 24. Workshop for vehicle bodies
- 25. Parking lot, 130 x 50 meters, for new buses
- 26. Used materials storage space, 130 x 4 meters
- 27. Paint shop
- 28. Garage for "Skoda" trucks and three automobiles, (130 x 30 meters)

A building of stone, 45 x 32 meters, which includes:

- 29. Workers' mess
- 30. Drivers' dormitory
- 31. Fire-Fighting equipment storage space
- 32. Tire storage space

A building of stone, 40 x 8 meters, which includes:

- 33. Storage space for oil, grease, diesel oil, gasoline.
- 34. Tire storage space
- 35. Storage for engine spare parts

5. The following vehicles are assigned to the SAP motor pool:

- 60 Fiat buses, diesel motor, 6 cylinders, capacity 32 persons.
- 2 "Spa" buses, Italian-made, gasoline engine, 4 cylinders, capacity 20 persons.
- 1 Citroen bus, model 336, 4 cylinders, gasoline engine, capacity 45 persons.
- 120 3-ton Fiat trucks, diesel motor, 4 cylinders.
- 20 5-ton Fiat trucks, diesel motor, 6 cylinders.
- 3 10-ton "International" trucks, US-made, gasoline engine, 6 cylinders.
- 10 7-ton Skoda trucks, diesel motor, 6 cylinders. Only four trucks are in operating condition.
- 1 Tractor, of German manufacture.
- 3 Automobiles, Mercedes, Fiat, DKW, used by the director; the DKW for Ljubljana, the Fiat for Ljubljana and its environs, and the Mercedes for long-distance trips. The buses are used in Ljubljana and on suburban routes in the vicinity of Ljubljana. The trucks are used to haul freight all over Slovenia, and between Ljubljana and Zagreb. Recently the trucks have been hauling wood for various forestry bureaus. The Maribor motor pool maintains nearly the same number of vehicles.

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Comment: Many of the towns and villages listed in this report cannot be identified in available gazetteers, [REDACTED]

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